
The Association of Drivers Against Daytime Running Lights – UK

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Dear Mr. Kleisterlee,

Daytime Running Lights (DRL)

Please may we refer to your promotion of “LongerLife” headlamp bulbs that you market specifically for DRL.

Your company may not be aware of the growing opposition to Daytime Running Lights from motorists, motorcyclists, bi-cyclists and pedestrians across the world on safety and environmental grounds. We would like to draw your attention to some popular misconceptions made by the proponents of DRL:

“Longer Life DRL headlamp bulbs”

Recommending dimmer long life lamps could affect a driver’s safety at night time – you should state the percentage reduction in light output and point out the risks to a driver.

Your literature promoting Vision Plus lamps which provide 50% more light, states:

“The coupling of up to 50% more light on the road with a 10 to 20 meter longer beam - at an average speed of 80 km/h - results in extra reaction time of up to a full second. That second that can save lives.”

Correctly, Philips focus upon providing good controlled light beams to enable a driver to quickly pick up images of pedestrians and cyclists more easily at night. During the wintertime, most motorists have to drive at night. But your LongerLife lamps are dimmer than normal, so when a driver really needs the light to protect himself and vulnerable road users, you have taken it away making it more dangerous for everybody.

“Studies have shown the positive effects of daytime running lights”

Most have only achieved consistent findings in favour of daytime running lights from their re-analysis of Swedish and Norwegian data by the adoption of an inconsistent methodology”
The latest 2004 EU IR1, IR2, IR3 and IR4 Studies and Tessmer 2004 in the USA are heavily reliant upon these past reports which use flawed methodology. Full details of these studies and critiques are published on our website www.dadrl.org.uk DRL Studies and Links page.

The Japanese Government have conducted real tests which indicate that DRL should be a non glaring energy efficient intensity 200cd (not the EU 800cd). We support this stance.

“Europe wide introduction”

The UK Government Department of Transport letter to DADRL 14 February 2003 states “It is accepted that the standard 55W headlamp is not the ideal DRL solution for reasons of power consumption and beam pattern”.

“Increased risk for motorcyclists?”

The British Motorcyclists Federation, Motorcycle Action Group UK and Federation of European Motorcyclists actively oppose DRL. Maybe you are not aware that they collectively prevented EU automotive companies from adopting DRL in 2002. Details are on our website page www.dadrl.org.uk “The Bikers view”.

“Environmental pollution and cost is regarded as minimal at 1-1.5% of fuel consumption”

We calculate it at around 970 watts of primary fuel energy per vehicle.

Using daytime running lights in good daylight means a vehicle is causing unnecessary environmental pollution. Two 55 watt headlights plus 4 off 10 watt parking lights plus amber side lights and instrument lights give an electrical load of around 170 watts. Alternator and drive belt losses have an efficiency of around 70% and conversion of chemical fuel energy via an internal combustion engine is around 25% efficient so 970 watts of fuel input is required. Small per vehicle, but at an average of 35 mph for 12,000 miles from 29.5 million UK vehicles 75% in daytime equates to 1.85 million tonnes of CO² into the UK's atmosphere. Estimates for CO² pollution caused by DRL in the USA are over 33 million tonnes.

Your staff in the UK may have seen the recent Carbon Trust TV adverts aimed at reducing the impact of climate change. Tom Delay Chief Executive stated the Carbon Trust helped to save between 0.9 and 1.8 million tonnes of CO² during 2003/04.

If Philips continue to promote tungsten halogen daytime running lights this will negate all the good work of the Carbon Trust's efforts to reduce the impact of climate change in the UK.

Arresting the shift towards higher global temperatures is increasingly seen as a top economic and industrial priority. In Europe temperatures are forecast to rise by between 2°C and 6.3°C by 2010.

The German Institute for Economic Research (DIW) estimates that a 1°C increase in global temperature would lead to global damage of more than €1,500 billion per year by 2050.

Transport is a sector of industry which, because of the growth in car fleets, car travel, consumer preference for big cars and air travel, CO² emissions are set to grow.

Any company which contributes to this growth is irresponsible. The Chief Executive of any company which, by its design and marketing practices, contributes to the growth in such emissions is a public enemy.

The Association of Drivers Against Daytime Running Lights is astonished that, in this period of intense readjustment to cope with climate change and its consequences, a reputable company such as Osram could, with its eyes open, want to contribute to global economic destruction.

Sooner or later the irresponsibility of the company will be made clear in the media and/or at an annual general meeting and the share price will fall accordingly. Osram is pursuing a policy that puts its shareholders, its staff and the global community all at risk.

DADRL will do all in its power to ensure that this message is widely understood at the European Commission, in the European Parliament and throughout the Union.

Pedestrians and Pedal Cyclists.

We accept that low intensity lights can help create an awareness of vehicles, but full power 55watt headlights are too glaring and disorienting. The examples on your web site only show one vehicle at a time. In reality, multiple vehicles in an urban environment create a sea of glare, inhibiting the ability to discriminate between vehicles perception of distances.

The Federation of European Pedestrian Organisations oppose DRL.
Living Streets UK oppose DRL.
The Pedestrians association of Switzerland oppose DRL.

We believe EU cyclist's organisations oppose DRL

The UK government is concerned about rising accident rates to Pedestrians, Pedal Cyclists and motorcyclists. DRL mask these less conspicuous more vulnerable road users.

May I quote from one of our supporters:

So do we have to equip school children with headlamps and car batteries in their satchels?

Roger Harrobin

Environmental Correspondent BBC Radio 4

To conclude

We do accept that there is some benefit by vehicles using non glaring low intensity DRL based on 60,000 hour low energy Light Emitting Diodes with an intensity of less than 200 cd, but of course, using long life LEDs does not sell your company's replacement headlamp bulbs.

Motorists cocooned in airbag equipped padded metal boxes with integral safety cages and are considered to have adequate physical protection.

The best method of increasing road safety for all road users is to raise the standard of driver training and in particular the perception of hazards.

Very simply, if a driver cannot see another vehicle without it's headlights on in good daylight, then he should not be allowed a driving licence.

By advocating dangerous daytime running lights, you could be exposing yourself and your company to legal claims from less conspicuous more vulnerable road users.

Perhaps in view of the dangers and increased environmental pollution from your products, you may wish to reconsider the issue of your world wide publications and continued promotion of daytime running lights.

We urge you to realign your automotive lighting activities to contribute to reductions in fuel and energy consumption.

I apologise if this letter sounds a little terse, but it is a subject that we feel passionately about.

Yours sincerely,

Roy Milnes UK Co-ordinator
www.dadrl.org.uk

The Association of Drivers Against Daytime Running Lights

Antonio Perlot Secretary General
www.fema.ridersrights.org

Federation of European Motorcyclists' Associations

The Association of Drivers against Daytime Running Lights
The British Motorcyclists Federation
The Motorcycle Action Group
The Federation of European Motorcyclists Associations
[Living Streets](#) – The UK Pedestrians Association
Federation of European Pedestrians Associations
Cyclists Associations

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